



January 10, 2006

By fax 801-255-0404

Lorraine Richards, AICP
Michael Baker, Jr., Inc. Project Manager
6955 Union Park Center, Ste 370
Midvale, UT 84047

RE: US-191, Over Colorado River Bridge #C-285
Project No. BHF-0191(27)129E
Notice to Property Owners

Dear Ms. Richards:

I have received your letter written on behalf of the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT).

You are welcome to access my property in relation to this job.

Since you are doing this study, I want to give you my input. I also attach a copy of the letter I wrote to the City of Moab last year when the City had a public hearing for UDOT's North Corridor Transportation Plan.

To my knowledge, the Moab City Council passed a resolution that recommended that UDOT put in a four-lane highway in the North Corridor with a modern designed storm drain on the East side.

The following are the highlights of my recommendation to UDOT:

- 1) The storm drain should be on the east side of the highway, all the way to the Colorado River. Preferably there will be no holes under the highway that would dump storm water on the businesses along the road on the west side.
- 2) I recommend a four-lane highway, but we do need a middle lane for slowing down to turn in to the businesses.

Page 2 of 2

3) I recommend the bike path be built on the west side of the highway in the easement area.

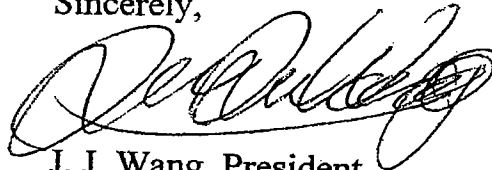
a) If it was on the east side, the bicycles would compete with the storm drain and it would be congested, overly crowded and dangerous for the cyclists.

b) If it was on the west side, there is a wide easement that they can use to design a beautiful landscaped bike path all the way from town to the Colorado River Bike Trail Bridge.

4) I respectfully ask that you recommend to the UDOT to give the opportunity for all businesses along the north corridor on both sides to express their wish to have cuts for their customers to go in and out of their businesses.

If you have any questions, please feel free to call me at 435-259-6869.

Sincerely,



J. J. Wang, President

Quintstar Management Company

cc: Kim Manwill, UDOT Region 4
By fax: 435-896-6458



July 29, 2004

The Mayor and Members
of Moab City Council
City of Moab
115 W. 200 S.
Moab, Utah 84532

Dear Mayor and City Council Members:

I have had a chance to read the draft report of the Moab Transportation Master Plan prepared by the DOT Planning Section.

Traffic Data

The traffic Data Chart in Section 2.6 "Traffic Data", "Table 1. Average Annual Daily Traffic" looks like this:

Road	Segment	Year	AADT
US-191	South of Moab	2002	8,835
US-191	Downtown Moab	2002	16,700
US-191	North of Moab	2002	6,179
US-191	South of Arches Entrance/SR 279 (Potash Road)	2002	5,745
US-191	North of Arches Entrance/SR 279 (Potash Road)	2002	2,975
SR128	East of US-191	2002	690
SR279	West of US-181	2002	200

According to the chart, TO SET THE PRIORITIES:

- Priority No. 1 - Downtown Moab
- Priority No. 2 - South of Moab
- Priority No. 3 - North of Moab-"The North Corridor; the Gateway"
- Priority No. 4 - South of the Arches Entrance
- Priority No. 5 - North of Arches

Page 2 of 4

Now, Priority No. 1

Priority No. 2

Priority No. 4 & 5

Downtown, construction by the DOT will start. South of Moab, already four lane highway in very good condition for quite a few years. Now is under construction.

The only thing that is not done is Priority No. 3 – North of Moab.

I think, naturally, the North of Moab (the North Corridor, the Gateway) now should be the Priority No. 1.

Next we should look at the “future land use” section of the Plan, Section 3.1.2. They have only listed and identified three items. We did not find anything even mentioning the north of Moab (the North Corridor, the Gateway). The DOT draft has not even listed the North Corridor development as a major item. I would like to point this out and make the Council aware of it.

I think it is apparent that right now the North Corridor should become the No. 1 priority of the Transportation Plan.

HISTORY – LOSS OF A BIG OPPORTUNITY

About two years ago the City and County had an opportunity to make a choice on how the DOT was going to use \$9 Million in highway funds. The DOT gave to our City and our County a chance to choose:

- 1) A new highway from the river bridge to the Inca Inn;
- 2) Build a new river bridge; or
- 3) Improve the highway with lots of turning and passing lanes from Crescent Junction to the river bridge

The offer was declined and none were chosen. I and a few others do not know why.

ANNEXATION

The City now has an annexation plan and is working to annex all the land in the North Corridor all the way to the Colorado River. The City hopes it will bring in more business to that area and produce more sales tax income and the city can service and build more infrastructure to serve the community.

Page 3 of 4

Also the City would like to see a beautified North Corridor - the entranceway to Moab. To my knowledge the City is working very hard, patiently and sincerely to get those lands annexed into the City. If in the near future this area is annexed into the City (which I believe will happen) the traffic on the highway from the Colorado River to the Inca Inn will increase tremendously.

DRAINAGE PROBLEM

A few years ago there was a flood from the hills that even covered the highway in the area from the Inca Inn all the way to the north. The storm water comes down from the hills, but there is no drainage by the highway to take care of the flood water. I visited the City officials about it and I recommended why not put a storm water drain along the highway all the way to the Colorado River. It seems the logical and best solution. The City official told me it is very hard to work with the County and we cannot tell DOT what to do.

According to the above observations, right now the Department of Transportation has a transportation plan for our area. The City has held public hearings and heard input from our citizens about how to develop the Plan in the future.

It is now time for our City to represent the whole community (if the County can be involved that would be great) and officially recommend the North Corridor from the bridge to the Inca Inn is our first priority and needs to be improved. Based on this Transportation Plan and feedback by the City for the whole community, the DOT will set up a budget in the near future to improve our transportation in the North Corridor. Now is the time, I hope we do not miss it again.

RECOMMENDATIONS:

As a citizen and not an expert or professional, I make these recommendations:

GOAL

- 1) Take care of the busy traffic and make that section of the highway safe for cars and people for now and for the future
- 2) Take care of the storm drain to drain water directly to the Colorado River from the hill side of the highway
- 3) Beautify our north entranceway to the City

Page 4 of 4

- 4) Construct landscaping on the side of the highway to make the north entranceway to the City beautiful
- 5) Help the businesses in the North Corridor with a middle lane for turning and a takeoff lane. Provide the opportunity for the business owners to give input for building cuts needed for turnouts to the businesses to help the businesses to grow.
- 6) Have a safe and beautiful bike trail all the way and sidewalk and walking trail system to make the North Corridor a pedestrian friendly area.

THE PLAN

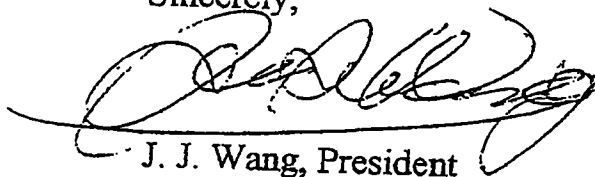
The ideal solution is to widen the highway to seven lanes in the North Corridor from the river bridge to the Inca Inn. The middle lane should be for the safety and convenience of our guests turning into the businesses. Each of the two outside lanes should also be for the safety and convenience of our guests in picking up speed and getting on to the highway. The two lanes in each direction should be for passing and for through traffic. Provide beautiful landscaping on each side of the highway with a bike trail and walking parkway system. To protect these from storm waters, construct a modern scientifically calculated storm drain on the hill side of the highway to drain all the way to the Colorado River.

CONCLUSION:

The Utah Department of Transportation (DOT) always helps us to make our community better. Now is our chance to put our input into their plan so they can set their budget. I respectfully ask the City Council to represent the community as a whole and in some official form give this input to the Department of Transportation.

I had a chance to present this idea to Mayor Sakrison and City Manager Metzler and Public Works Director Brent Williams. I appreciate the support they expressed for this idea. I would like to personally present this to Robert Hügey, the City Planner.

Sincerely,



J. J. Wang, President
Quintstar Management Company



Date: JANUARY 25, 2006

Re: BHE-0191(27)129C, COLORADO RIVER
BRIDGE REPLACEMENT SECTION 106 &
U.C.A. 9-R-404 COMPLIANCE PROJECT
NOTIFICATION.

Dear SUSAN MILLER, UDOT NEPA/NHPA SPECIALIST

I have reviewed your Consultation Request under Section 106 of the National Historic Preservation Act regarding the proposed communications tower construction project referenced above and offer the following response as indicated by the box that is checked and my initials.

- ☐ NO INTEREST ____ (Initials of duly authorized Tribal official)
I have determined that there is not a likelihood of eligible properties of religious and cultural significant to the Southern Ute Indian Tribe in the proposed construction area.
- ☐ REQUEST ADDITIONAL INFORMATION ____ (Initials of duly authorized Tribal official)
I require the following additional information in order to provide a finding of effect for this Proposed undertaking: _____
- ☒ NO EFFECT NC (Initials of duly authorized Tribal official)
I have determined that there are no properties of religious and cultural significance to the Southern Ute Indian Tribe that are listed on the National Register within the area of potential or that the proposed project will have no effect on any such properties that may be present.
- ☐ NO ADVERSE EFFECT ____ (Initial of duly authorized Tribal official)
I have identified properties of cultural and religious significance within the area of effect that I believe are eligible for listing in the National Register, for which that would be no adverse effect as a result of the proposed construction project.
- ☐ ADVERSE EFFECT ____ (Initial of duly authorized Tribal official)
I have identified properties of cultural and religious significance within the area of potential Effect that are eligible for listing in the National Register. I believe the proposed construction Project would cause and adverse effect on these properties.

Sincerely,

Neil B. Cloud
Neil B. Cloud
NAGPRA Coordinator

January 31, 2006

801-255-4400

FAX 801-255-0404

Resource Development Coordinating Committee
Public Lands Section
5110 State Office Building
Salt Lake City, Utah 84114

Re: US-191, Over Colorado River Bridge #C-285, Project No. BHF-0191(27)1229E

Dear RDCC, State Lands Section:

This letter is in response to the letter we received from you on December 20, 2005. The Division of Wildlife Resources commented on the possibility of combining the proposed pedestrian bridge crossing with the proposed roadway bridge over the Colorado River in order to reduce impacts to the four federally endangered fish species found in the river.

There were two primary factors that were considered when determining the location of the pedestrian bridge in the Environmental Assessment approved in 2004 (*Utah's Colorado Riverway Recreation Area Management Plan Amendment 2: Pedestrian Bridge/Riverway Bike Lane Environmental Assessment*). First, building a separate pedestrian bridge would keep the pedestrians and bicyclists away from the main traffic flow and would be a safer facility. The second factor was the timing of available funds. The funding for the roadway bridge was not available and looked to be approximately 8-10 years out. Currently, the funding for the pedestrian bridge is in place, final design has been completed, and construction is planned to start this spring. The pedestrian bridge will be completed well before the proposed roadway bridge study is complete.

Another factor to consider is the visual appearance of the roadway structure. Building the separate structure allows the roadway structure to be a narrower structure, which would be less visually intrusive as an entrance to Moab. As alternatives for the roadway structure are developed, UDOT will continue to evaluate ways to minimize harm. This includes evaluating whether there are construction methods that could be used to reduce the duration and/or frequency of work needed in the river. UDOT will involve the US Fish and Wildlife Service, as well as UDWR, throughout this study regarding this issue.

If you have further questions, please contact me at (801) 352-5974.

Sincerely,

Lorraine Richards, AICP
Michael Baker Jr., Inc., Project Manager

cc: Leroy Mead, UDWR Price Habitat Biologist
Paul West, UDOT Biologist
Kim Manwill, UDOT Project Manager



Michael Baker Jr., Inc.
A Unit of Michael Baker Corporation

6955 Union Park Center, Ste 370
Midvale, Utah 84047
(801) 255-4400
FAX (801) 255-0404

February 14, 2006

RE: US-191, Over Colorado River Bridge #C-285
Project No. BHF-0191(27)129E

Dear Stakeholder:

On behalf of the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), Michael Baker Jr., Inc. (Baker) is sending you this letter to invite you to participate in focus workshops for the US-191 Colorado River Project. The project study area is shown in the attached map. You may have already participated in the scoping for this project as part of the Colorado River Bridge Crossing Study. That study established that the bridge over the Colorado River needs to be replaced. The US-191 Colorado River Project would provide a bridge that accommodates US-191 traffic over the Colorado River and also meets current structural design standards, improve safety throughout the US-191 Colorado River study area, meet the existing and projected travel demand through the design year 2030 and provide continuity between the four-lane sections on either end of the project, and facilitate the movement of bicycle and pedestrian traffic along US-191.

The intention of the focus workshops is to discuss the purpose and need for the project and to review the preliminary build alternative for the bridge and roadway. Everyone is invited to participate in these workshops; however, reservations are required so that each session can be conducted in a small group setting.

WHAT: US-191 Colorado River Project Focus Workshop
WHERE: Grand County Council Chambers
125 E. Center Street in Moab
WHEN: Tuesday March 14, 2006
90 minute session - Time provided when reservation is made
RESERVATIONS: **Reservations are required – Please call no later than March 7th**
Tiffany Carlson, at Michael Baker Jr., Inc, (801) 352-5995

Please note that this is the last public meeting scheduled for this project until the public hearing, when the draft Environmental Assessment will also be available for review. Your early participation helps the team better understand important issues and address them as part of the development of the Environmental Assessment. Improvements associated with the Colorado



River Bridge could be constructed as early as 2009. The Environmental Assessment (EA) will also look at other improvements between 400 North in Moab and SR-279 (Potash Road), but these improvements would not be implemented until additional funding becomes available. Further project and contact information is available through the project website:

www.udot.utah.gov/coloradoriverbridge/

To reserve a seat or if you have questions, please contact the project's Public Involvement Coordinator, **Tiffany Carlson**, at **Michael Baker Jr., Inc**, (801) 352-5995 or myself at (801) 352-5974. If you would like to provide input but are unable to participate in one of these workshops, you may send your comments to:

US-191 Colorado River Project
Michael Baker Jr., Inc.
6955 S Union Park Center, Suite 370
Midvale, UT 84047
US191ColoradoRiver@mbakercorp.com

Thank you for your time and interest in this project.

Sincerely,

Lorraine Richards

Lorraine Richards, AICP
Michael Baker Jr., Inc., Project Manager

ac: Study Area Map

cc: Jeff Berna, FHWA Utah Division Office
Kim Manwill, UDOT Region 4
Project File



Baker

Engineering & Energy

February 14, 2006

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Project No. BHF-0191(27)129E

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Michael Baker Jr., Inc.

A Unit of Michael Baker Corporation

BRIDGE SECTION

6955 Union Park Center, Ste 370
Midvale, Utah 84047
(801) 255-4400

Under the provisions of the Coast Guard Authorization Act of 1982, the Coast Guard has determined this project does not require Coast Guard involvement for bridge permit purposes.

Signature:

DAVID H. SULOUFF
Chief, Bridge Section
11th Coast Guard District

Date:

12/20/05
2/27/06

By direction of District Commander



River Bridge could be constructed as early as 2009. The Environmental Assessment (EA) will also look at other improvements between 400 North in Moab and SR-279 (Potash Road), but these improvements would not be implemented until additional funding becomes available. Further project and contact information is available through the project website:

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US-191 Colorado River Project
Michael Baker Jr., Inc.
6955 S Union Park Center, Suite 370
Midvale, UT 84047
US191ColoradoRiver@mbakercorp.com

Thank you for your time and interest in this project.

Sincerely,

Lorraine Richards

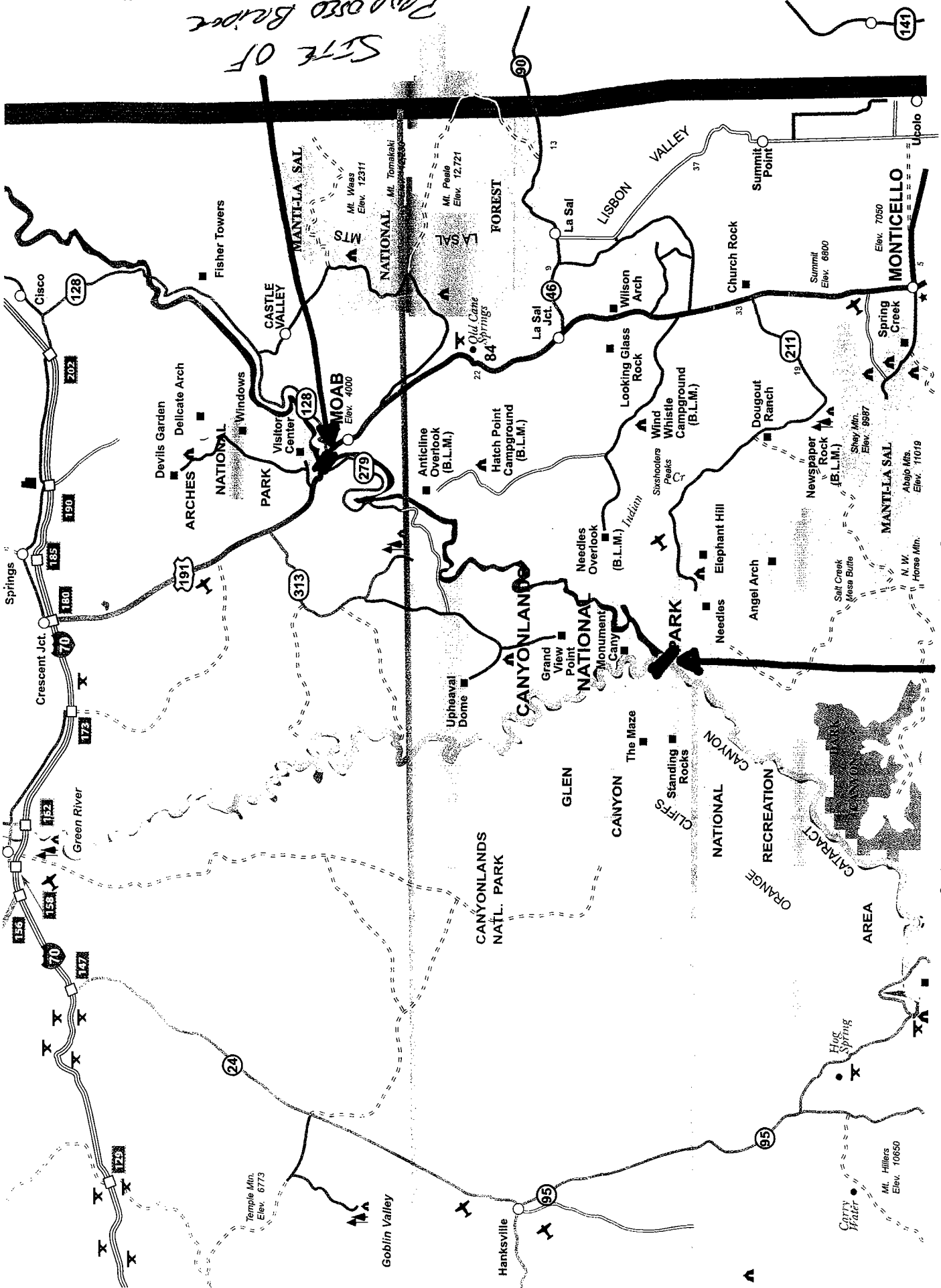
Lorraine Richards, AICP
Michael Baker Jr., Inc., Project Manager

ac: Study Area Map

cc: Jeff Berna, FHWA Utah Division Office
Kim Manwill, UDOT Region 4
Project File



*Site of
Papoose Bridge
Replacement
US-191*



**UPPER LIMIT OF CO
TRANSSECTION**

From: Tamara Keefe
To: habitat@utah.gov
Date: 3/3/2006 10:24:58 AM
Subject: Request for Information

Hello,

I need a shapefile and a letter explaining what species are possibly in or around our project area.

I've attached a shapefile showing our study limits, it is in UTM NAD 1983 Zone 12.

If you need anything else, let me know.

Thank you very much!

Tamara

Tamara Keefe

GIS Specialist I
Michael Baker Jr., Inc.
(801) 255-4400
Direct: (801) 352-5983
Fax: (801) 255-0404



State of Utah

Department of Natural Resources

MICHAEL R. STYLER
Executive Director

Division of Wildlife Resources

JAMES F. KARPOWITZ
Division Director

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

March 14, 2006

Tamara Keefe
Michael Baker Jr., Inc.
6955 South Union Park Center, Suite 370
Midvale, UT 84047

Dear Ms. Keefe:

I am writing in response to your letter dated March 14, 2006 for information regarding species of special concern proximal to a project located in Grand County, Utah [Sections 22, 26-28, 36 of T025SR021E SLB&M].

The Utah Division of Wildlife Resources (UDWR) does not have records of occurrence for any threatened, endangered, or sensitive species within the project boundaries. However, within a one-mile vicinity of the project, there are recent records of occurrence for yellow-billed cuckoo, a candidate for federal-listing in Utah. In addition, there are recent records of occurrence for American white pelican, bluehead sucker, flannelmouth sucker and historical records of occurrence for corn snake. All of the aforementioned animal species are included on the *Utah Sensitive Species List*.

The information provided in this letter is based on data existing in the Utah Division of Wildlife Resources' central database at the time of the request. It should not be regarded as a final statement on the occurrence of any species on or near the designated site, nor should it be considered a substitute for on-the-ground biological surveys. Moreover, because the Utah Division of Wildlife Resources' central database is continually updated, and because data requests are evaluated for the specific type of proposed action, any given response is only appropriate for its respective request.

In addition to the information you requested, other significant wildlife values might also be present on the designated site. Please contact UDWR's habitat manager for the southeastern region, Chris Colt, at (435) 636-0279 if you have any questions.

Please contact our office at (801) 538-4759 if you require further assistance.

Sincerely,

Lenora B. Sullivan
Information Manager
Utah Natural Heritage Program

cc: Chris Colt, SERO

From: "David Olsen" <david@moabcity.org>
To: "Tiffany Carlson" <tcarlson@mbakercorp.com>
Date: 3/29/2006 9:11:07 AM
Subject: Re: US-191 Workshop Summary

Tiffany,

On Thursday, March 23rd, Kim Manuel, Kim Schappert, Russ Von Koch, McKay Edwards, Larry Reasch (Horrocks Engineers) and myself discussed how the proposed 5 lane highway and the proposed non-motorized paths could fit within the limited Highway 191 right-of-way. Most of the participants felt that we should use the \$500,000 of TEA-21 transportation enhancement funds and \$100,000 of City and County funds, plus \$20,000 of State NonMotorized Path funds to develop a 10' wide meandering path along the east side of the road. Since there are many fills proposed on the west side of the road, we felt that many portions of the path would be ruined when UDOT does their 5 lane road project. The path should be built next year.

I have attached a pdf file of the proposed east side alignment with some private property options for the path. Land below the Sunset Grill (and above the Mulberry trees along Hwy 191) may also be an option. In the short run, portions of the west side shoulder need to be widened for skinny tire bikes. In the long run, the east and west side should have bike lanes (mainly for skinny tire bikes) and the west side should have a sidewalk. The east side will hopefully have the meandering 10' wide path.

It is important that UDOT and Michael Baker, Jr. implement the Moab/Grand County North Corridor Gateway Plan as part of the proposed road project. The plan shows a landscaped boulevard or median. A future design should have medians where turn lanes are not needed. The City and County will discuss this issue at their next joint meeting and they will probably send a letter to UDOT requesting the medians. If you do not have the north corridor plan, I will send it to you.

Thanks for the aerials and all the work that you are doing.

David

----- Original Message -----

From: "Tiffany Carlson" <tcarlson@mbakercorp.com>
To: "US191ColoradoRiver US191ColoradoRiver"
<US191ColoradoRiver@mbakercorp.com>
Sent: Tuesday, March 28, 2006 5:04 PM
Subject: US-191 Workshop Summary

> Good afternoon,

>

> Thank you for attending the workshop held March 21st in Moab. I have

> included a summary of the workshop and comments collected. For those of
> you who were not able to attend, please let me know if you have any
> questions.

>

> The project team appreciates your interest in the US-191 project.

>

> Thanks,

> Tiffany

>

> Tiffany A. Carlson

> Michael Baker Jr., Inc.

> Direct: (801) 352-5995

> Fax : (801) 255-0404

>

>

CC: "Donna Metzler" <donna@moabcity.org>, <mayor@moabcity.org>

From: "David Olsen" <david@moabcity.org>
To: "Tiffany Carlson" <tcarlson@mbakercorp.com>
Date: 3/31/2006 4:12:28 PM
Subject: Medians & Meandering Paths

Tiffany,

Both the County and the City are definitely interested in seeing that the medians are designed and developed in the north corridor as part of the Moab/Grand County North Corridor Gateway Plan. The Chairman of the Grand County Council and the Mayor will send a letter to UDOT and to you stating their interest in the medians. They may also talk to the UDOT commissioners when they meet in Moab next Wednesday.

The County and City Councils also talked about the chances of getting meandering paths along the corridor. I told the Councils that we are doing the best that we can in such a confined space and that we may need to work with private property owners to obtain the meandering path goal. However, the R-O-W may be all that we can work with in most sections. I told the Councils that we are trying to develop the meandering path first on the east side of the road, and that will probably take all of our \$620,000.

Anyway, thanks for listening.
David

----- Original Message -----

From: "Tiffany Carlson" <tcarlson@mbakercorp.com>
To: "David Olsen" <david@moabcity.org>
Sent: Wednesday, March 29, 2006 1:40 PM
Subject: Re: US-191 Workshop Summary

> David,
> Thank you for the information you provided. I have passed it along to
> the team. When is the next joint meeting between the City and County?
> Tiffany
>
>>>> "David Olsen" <david@moabcity.org> 03/29/06 8:49 AM >>>
> Tiffany,
>
>
>
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> Thanks for the aeriels and all the work that you are doing.
>
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>
> David
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> To: "US191ColoradoRiver US191ColoradoRiver"
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> Sent: Tuesday, March 28, 2006 5:04 PM
> Subject: US-191 Workshop Summary
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>> The project team appreciates your interest in the US-191 project.

>>

>> Thanks,

>> Tiffany

>>

>> Tiffany A. Carlson

>> Michael Baker Jr., Inc.

>> Direct: (801) 352-5995

>> Fax : (801) 255-0404

>>

>>



LETTER OF TRANSMITTAL

6955 Union Park Center, Suite 370
Midvale, Utah 84047
(801) 255-4400 Fax (801) 255-0404

To:	<u>Bud Tangren</u>	Project:	<u>US-191, Colorado River</u>
	<u>3114 Charleston Blvd.</u>	Re:	<u>Traffic Report and Project Handout</u>
	<u>Las Vegas, NV 89104</u>		
Attn:	<u></u>	Date:	<u>April 17, 2006</u>

We are forwarding the following:

☒ Attached

☐ Under Separate Cover



NO. COPIES	TITLE OR DESCRIPTION	COMMENTS
1	Traffic Report	
1	Project Handout – Proposed Build Alternative	

THESE ARE TRANSMITTED as checked below:

☒ As requested

☐ No exception taken

☐ Revise and resubmit

☐ For review and comment

☐ Rejected - See remarks

☐ Submit specified items

☐ For your information

☐ Proceed subject to corrections noted



Bud,

Attached is the information you requested. Please let me know if you have further questions.

Thanks,
Lorraine Richards

Bud Tangren
 3114 E Charleston Blvd
 Las Vegas, Nev. 89104
 702-641-1966

Mike Baker Jr.

My name is Bud Tangren, I live in Las Vegas, Nev. I was born & raised in Moab, UT and still have property & interests in Moab.

My concern at this time is the proposal to tear down the exist Bridge & build a new one in its place.

My proposal is to build the new bridge down the river at the portat - & leave the old bridge alone.

The governments Canada - U.S.A. & Mexico are planing a new highway from Canada to Mexico City, and it will pass right thru Moab, UT!!!

Build the new Bridge at The portat - run the new Hwy. up the Valley next to the exist Hills - this will allow the thru traffic mostly Big Trucks to by pass the downtown of Moab?

If you still want a tourist town in Moab you better separate the traffic now while you have the opportunity!!

I would like to hear from you ~~about~~ about this problem.

My address is 3114 E Charleston Blvd. Las Vegas, Nev. 89104
 My Phone # is 702-641-1966 - if you miss me leave a message & I'll call you back.

Thanks
 Bud Tangren



State of Utah

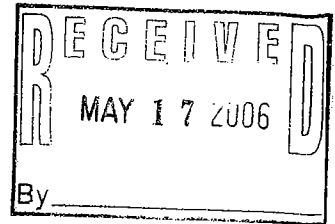
JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director



May 12, 2006

Mr. Craig Fuller, Secretary
Utah Historic Trails Consortium
300 Rio Grande
Salt Lake City, Utah 84101

RE: BHF-0191(27)129e; Colorado River Bridge Replacement
Section 106 & U.C.A. 9-8-404 compliance
Draft DOE/FOE

Dear Mr. Fuller:

Thank you for requesting to be a consulting party on the subject project located near Moab in Grand County. Please find enclosed for your review and comment a copy of the Determination of Eligibility and Finding of Effect for the project. Also enclosed is a draft copy of Montgomery Archaeological Consultants report on archeological sites. Because archeological site locations are not public information, the enclosed does not contain any maps with locational information for these sites. The historic standing structures are also covered in the enclosed DOE/FOE, however, I have not included a copy of that inventory report because I assume that you have no interest in them. Please review the enclosed and provide your comment to UDOT at your earliest convenience.

Thank you for your efforts. I am leaving UDOT for another job, so please address your comments to Mr. Randall Taylor, Environmental Engineer at the UDOT address on this letterhead. His phone is (435) 893-4753.

Respectfully,

Susan G. Miller, NEPA/NHPA Specialist
Region Four Environmental

Sgm/enclosures

Cc: (w/partial enclosures)

Greg Punske, FHWA

Randy Taylor, Environmental Engineer

Kim Marwill, Project Manager

Lorraine Richards, Baker

(w/out enclosures)

Jacki Montgomery, MOAC

Identical copies of this letter sent to the following:

Ms. Dorena Martineau, Cultural Resources The Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720	Mr. Leigh Kuwanwisiwma, Director Cultural Preservation Office Hopi Tribe P.O. Box 123 Kykotsmovi, AZ 86039
Ms. Donna Turnipseed, Archaeologist Moab Field Office Bureau of Land Management 82 East Dogwood Suite M Moab, UT 84532	Ms. Kathy Davies, Archaeologist Utah Division of Wildlife Resources 1594 West North Temple Ste 2110 Salt Lake City, UT 84114-6301
Ms. Marilyn Kastens, US Department of Energy 2597 B3/4 Road Grand Junction, CO 81053	Ms. Chris Goetze, Archaeologist Arches National Park 2282 SW Resource Blvd Moab, UT 84532

May 17, 2006

Bud Tangren
3114 E. Charleston Blvd
Las Vegas, NV 89104

Re: US-191, Over Colorado River Bridge #C-285, Project No. BHF-0191(27)1229E

Dear Mr. Tangren:

This letter is in response to the letter we received from you on May 1, 2006 and our phone discussion of April 12, 2006. Based on this information, I understand that your concerns are two-fold: 1) that the existing bridge should be left in place; and 2) that a new bridge should be reconstructed downstream to accommodate an envisioned highway from Canada to Mexico.

As we discussed on the phone, the scoping process for this project was initiated in 2004 as part of a Bridge Feasibility Study. The Bridge Feasibility Study evaluated traffic demands and structural integrity of the US-191 bridge across the Colorado River. The primary purpose of the study was to determine the feasibility of rehabilitating, reconstructing, or replacing the existing bridge. The recommendation of the Bridge Feasibility Study was to replace the existing bridge because of a deteriorating structural integrity and because the bridge no longer meets the local traffic needs. Construction of a new bridge at an alternate location would not eliminate the need to replace the existing bridge in its current location. If you would like further information, the study can be accessed from the project website, <http://www.udot.utah.gov/coloradoriverbridge/>. Please note that the traffic analysis I mailed you is Appendix A of this study.

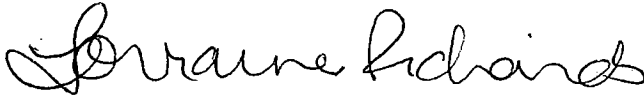
One of the alternatives considered as part of the Bridge Feasibility Study included constructing a new bridge downstream. The improvements would consist of constructing about 1.5 miles of new roadway, widening existing roadways and city streets, and acquiring new right-of-way with residential and farmland relocations. The improvements would extend over 4.5 miles (40% longer than following the existing US-191 alignment) and would involve constructing at least three major intersections or interchanges to connect with existing roads.

The new downstream crossing was not advanced because it would not provide for continuity of the US-191 system. Seventy-three percent of US-191 traffic uses the bridge to access Moab. Since this alternative would involve realigning US-191 around Moab, many existing businesses and residences, as well as planned development in the North Corridor, would not have immediate access to US-191 after the realignment. Though a realignment of US-191 does not meet the objectives identified for this project, this alternative has received some public support and may be considered in the future as a separate project for an additional bypass to divert trucks off of Main Street.

To summarize, constructing a crossing in an alternate location does not eliminate the need to replace the bridge in its existing location. An additional downstream crossing may be considered in the future as a separate project to divert trucks off of Main Street. This may occur as part of planning for a highway from Canada to Mexico or as a separate local project.

If you have further questions, please feel free to contact Kim Manwill, UDOT's Project Manager, at (435) 893-4734 or myself at (801) 352-5974.

Sincerely,



Lorraine Richards, AICP
Michael Baker Jr., Inc., Project Manager

cc: Kim Manwill, UDOT Project Manager
Myron Lee, UDOT Public Involvement Coordinator
Project file

Baker

Michael Baker Jr., Inc.

6955 Union Park Center, Suite 370
Midvale, Utah 84047

801-255-4400

FAX 801-255-0404

May 19, 2006

Ms. Laura Joss, Superintendent
U.S. National Park Service - Arches National Park
P.O. Box 907
Moab, Utah 84532-0907

RE: Section 4(f) Coordination, Request Concurrence of *De Minimis* Finding
US-191, Over Colorado River Bridge #C-285
Project No. BHF-0191(27)129E [Formerly Project No. BRF-0191(23)128]

Dear Ms. Joss,

On behalf of the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), Michael Baker Jr., Inc. (Baker) is requesting consultation with your office regarding the Arches National Park in accordance with Section 4(f) of the DOT Act and additional provisions under SAFETEA-LU. Section 4(f) of the DOT Act prohibits projects on publicly owned parks, recreation areas, wildlife and waterfowl refuges, or historic sites unless there is no feasible and prudent alternative and all possible mitigation is used. Under SAFETEA-LU, the agency can comply with Section 4(f) in a streamlined manner by finding that the program or project will have a *de minimis* impact on the area – i.e., there are no adverse effects of the project and the relevant State Historic Preservation Officer or other official with jurisdiction over a property concurs. For purposes of Section 4(f), the National Park Service is the official with jurisdiction over Arches National Park. Please note that Ms. Chris Goetze, Archeologist for Arches National Park, was recently sent separate consultation in regards to Section 106 of the National Historic Preservation Act of 1966 as amended and the Utah State Code 9-8-404 of the Utah Antiquities Act as amended (UDOT letter dated May 12, 2006).

As noted in previous correspondence from Baker, the limits of this project extend from 400 North in Moab, Grand County Utah to the recently improved section of US-191 near the junction of SR-279. The purpose of the project is to: 1) provide a bridge that accommodates US-191 traffic over the Colorado River and also meets current structural design standards; 2) improve safety throughout the US-191 Colorado River study area; 3) meet the existing and projected travel demand through the design year 2030 and provides continuity between the four-lane sections on either end of the US-191 Colorado River study area; 4) and facilitate the movement of bicycle and pedestrian traffic along US-191. A project handout is attached that describes the proposed alternative, and figures showing the project in relationship to Arches National Park are also attached.

The *General Management Plan and Development Concept Plan* for Arches National Park was completed by the U.S. Department of Interior's National Park Service in August 1989. Based on this plan, Arches National Park is divided into four management zones: natural, cultural, development, and special use. Within the project area, only two management zones are present: natural and cultural, with natural making up all of the area potentially affected by the project. The plan states that the natural zone is

ChallengeUs.

managed to conserve the natural resources and processes of the park while accommodating uses that do not adversely affect those resources and processes. Facilities in this zone are dispersed and limited to those that have little effect on scenic quality and natural processes. Examples of such facilities include foot trails, signs, and trailside information displays.

In 2004, a highway easement deed was issued with the purpose of maintaining and operating a public highway and adjacent bicycle path. This easement typically extends about 200 feet from the centerline of the existing roadway. While the majority of the proposed improvements would avoid parklands by widening to the south, the park boundary near the Colorado River extends into the existing roadway section and is unavoidable. It is unclear as to whether the 2004 highway easement deed covers this section (T25S R21E Section 26). However, in accordance with the objectives of the 2004 highway easement, proposed improvements would provide for continued maintenance and operation of a public highway and adjacent bicycle path, and conditions outlined within the easement would be complied with. In addition, the proposed improvements are consistent with the Arches Management Plan.

A total of 0.6 acres of Arches National Park is within the construction limits of the project. Most of this acreage is already occupied by the existing roadway section and an adjacent unimproved trail. Proposed work within the park boundary would include roadway and drainage improvements, re-establishing the approach to the access road to the river north of the Colorado River Bridge, and enhancements to the existing unimproved foot trail. The relationship of the park and this trail is explained further in the following paragraph. Nearby rock slopes and other resources important to the park would be protected with fencing during construction, and the design of the widened Courthouse Wash Bridge would continue to accommodate an informal foot trail to the nearby rock art panel.

The unimproved foot trail that parallels US-191 is known locally as the Courthouse Wash to Colorado River Bridge Trail. This trail starts at the US-191 parking area and Courthouse Wash Kiosk near the southern boundary of Arches National Park and continues to the Colorado River adjacent to US-191. FHWA has determined that Section 4(f) applies to this trail and that Grand County is the jurisdictional authority of this trail. Proposed improvements include upgrading the trail to a 10-foot wide paved path. The trail would be separated from the US-191 roadway, ensuring the safety of pedestrian and bicycle users. The trail provides access to the informal Courthouse Wash Trail within Arches National Park and serves as a link to the paved Moab Canyon Bike Path that ties into the entrance of Arches National Park. Once completed, this trail would formally connect the existing Moab Canyon Bike Path with the planned Colorado River Non-Motorized Bridge crossing upstream of US-191. These enhancements would not only improve the safety of bicyclists and pedestrians visiting Arches National Park but would improve the connectivity of non-motorized trails within the area.

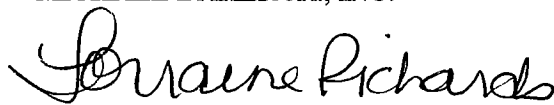
It is FHWA's opinion that the US-191 project's minor use of parklands would not adversely affect the activities, features, and attributes of the Arches National Park after taking into consideration mitigation and enhancement measures. Provided you concur with this finding, the FHWA is considering the impact to the resource to be *de minimis* as provided for under SAFETEA-LU and given that:

- The proposed use of Arches parkland is minimal,
- Efforts to avoid and minimize the use of parklands are incorporated into project design,
- Access to resources within Arches National Park would be enhanced via a paved trail, and
- The safety of bicyclists and pedestrians using the trail would be improved.

The FHWA requests written concurrence from the National Park Service in the above-described finding of *de minimis* impact on Arches National Park resulting from the proposed project. This written concurrence will be evidence that the concurrence and consultation requirements of Section 4(f) and SAFETEA-LU are satisfied. Concurrence can be provided either by signing and dating the signature block at the end of this letter, or by a separate letter from the National Park Service. Please return all written correspondence to me at the address on this letterhead.

I appreciate your efforts in taking the time to respond to this request. If you have any questions or need any further information, please contact me at (801) 352-5974.

Sincerely,
MICHAEL BAKER JR., INC.



Lorraine Richards, AICP
Project Manager

cc: Kim Manwill (UDOT) kmanwill@utah.gov
Jeff Berna (FHWA) jeffrey.berna@fhwa.dot.gov

Enclosures:

- Project Handout – Proposed Alternative (April 2006)
- Figures Showing the Relationship of Property to the Proposed Alternative

By signing below, the National Park Service official with jurisdiction concurs with the above-described finding of *de minimis* impact.

Signed _____
National Park Service Official with Jurisdiction

Date

Please Print Name and Title

SEP 15 2006

Baker

Michael Baker Jr., Inc.
6955 Union Park Center, Suite 370
Midvale, Utah 84047

801-255-4400
FAX 801-255-0404

May 19, 2006

Mr. Chris Colt, Habitat Manager
UDNR Division of Wildlife Resources
Southeastern Region
475 West Price River Drive, Suite C
Price, UT 84501

RE: Section 4(f) Coordination, Request Concurrence of *De Minimis* Finding
US-191, Over Colorado River Bridge #C-285
Project No. BHF-0191(27)129E [Formerly Project No. BRF-0191(23)128]

Dear Chris:

On behalf of the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), Michael Baker Jr., Inc. (Baker) is requesting consultation with your office regarding the DWR's Scott M. Matheson Wetland Preserve (Preserve) in accordance with Section 4(f) of the DOT Act and additional provisions under SAFETEA-LU. Section 4(f) of the DOT Act prohibits projects on publicly owned parks, recreation areas, wildlife and waterfowl refuges, or historic sites unless there is no feasible and prudent alternative and all possible mitigation is used. Under SAFETEA-LU, the agency can comply with Section 4(f) in a streamlined manner by finding that the program or project will have a *de minimis* impact on the area – i.e., there are no adverse effects of the project and the relevant State Historic Preservation Officer or other official with jurisdiction over a property concurs. As the public land owner over the portion of the Preserve potentially affected by the project, DWR is considered the official with jurisdiction over the property. However, Ms. Linda Whitham with The Nature Conservancy is also being copied on this letter.

As noted in previous project correspondence from Baker, the limits of this project extend from 400 North in Moab, Grand County Utah to the recently improved section of US-191 near the junction of SR-279. The purpose of the project is to: 1) provide a bridge over the Colorado River that accommodates US-191 traffic over the Colorado River and also meets current structural design standards, 2) improve safety throughout the US-191 Colorado River study area; 3) meet the existing and projected travel demand through the design year 2030 and provides continuity between the four-lane sections on either end of the US-191 Colorado River study area; and 4) facilitate the movement of bicycle and pedestrian traffic along US-191. A project handout is attached that describes the proposed alternative, and figures showing the project in relationship to the Preserve are also attached.

Challenge Us.

It is our understanding that the DWR jointly owns the Scott M. Matheson Wetland Preserve with The Nature Conservancy. Through an agreement signed in October 1994, The Nature Conservancy is responsible for the overall management of the Preserve. Of the Preserve's 875 acres, the DWR owns 425.8 acres in the northern half of the Preserve and the Nature Conservancy owns the remaining acreage. The 1994 "Site Conservation Plan for the Scott M. Matheson Wetland Preserve, Moab, Utah" identifies both ecological and programmatic goals for the Preserve, as well as a protection, management, and implementation plan. As noted in the Site Conservation Plan:

"The Preserve is an extremely rare ecosystem in an arid, desert region. It is vital to a number of rare species, as well as being an exceptional, highly diversified site for less unusual species. It is an integral part of the Colorado River flyway and represents the only high quality wetland habitat on the Colorado River in Utah. The Preserve operates as a collecting place, breeding site, and foraging area for what may be Utah's most diverse inventory of wildlife species, particularly migratory avian fauna."

The primary management goals of the Preserve are to protect, enhance, and preserve the wetlands and associated habitat for rare and/or desirable species. In addition, opportunities for compatible scientific, educational, sporting, and recreational uses that help further the goals of The Nature Conservancy and the DWR are also promoted. The Preserve is open year-round for visitors and offers a handicapped-accessible, mile-long loop trail for bird and wildlife viewing in the southern portion of the Preserve. In addition, a wetlands teaching circle and map station provides bird and wildlife lists and brochures for self-guided tours. While the southern end of the Preserve is closed to hunting, the northern end allows primitive weapons hunting (archery, muzzleloaders and shotguns firing slugs or buckshot) for waterfowl, upland game, and deer.

Access to the southern portion of the Preserve is provided via 400 North Street, Stewart Lane, and Kane Creek Road. Per our phone discussion on April 12, 2006, I understand that the north access to the Preserve is from the US-191 frontage road by way of a dirt road approximately 30 yards south of and parallel to the south fence of Moab Valley RV and Camp Park. Motorized vehicles and bikes are not permitted beyond the gate located at the entrance to the Preserve. Within the Preserve boundaries, a dirt road turns and follows the western boundary of the Camp Park before turning west again along the northern boundary of the Preserve.

During the development of the proposed alternative, every effort has been made to first avoid the Preserve and, where avoidance was not prudent, to then minimize and mitigate potential uses of this resource. The attached figures show the following proposed involvement of the project with the Preserve.

- **Detail A** – Just south of the Colorado River Bridge, the project design has incorporated the use of a 2:1 slope and retaining wall to avoid fill within the Preserve. Runoff is proposed to be discharged to a depressed area within the Preserve via a piped system. Based on conceptual design, the peak flow for a 10-year 24-hour event is expected to increase by 1.61 cfs and the volume is expected to increase by 7,619 cubic feet per event. A drainage easement encompassing 1,312 sq ft is expected. Runoff would be treated using an in-line oil/sediment separator prior to discharge to the Preserve. This controlled discharge is expected to provide improvement over existing conditions because it would allow for potential contaminants to be contained. In this area, runoff currently flows directly to the Preserve untreated.
- **Detail B** – South of the Moab Valley RV and Camp Park, runoff would be discharged into an existing ditch that lies north of and parallel to the Preserve's northern access road. Based on conceptual design, the peak flow for a 10-year 24-hour event is expected to increase by 3.28 cfs and the volume is expected to increase by 15,468 cubic feet per event. The ditch currently flows into the Preserve and would provide natural treatment of the runoff prior to discharge to the Preserve. No physical construction would occur within the Preserve at this location.
- **Detail C** – South of the Holiday Inn Express, the project requires a temporary construction easement consisting of a 12-ft linear strip parallel to US-191 and totaling 1,794 square feet to construct the roadway, curb, gutter, sidewalk, and slopes. Once constructed, the disturbed area would be revegetated. There are no wetlands and no known sensitive wildlife or waterfowl habitat in this area given its proximity to existing US-191. In addition, no formal public activities would be impacted by this temporary disturbance.

It is FHWA's opinion that the US-191 project's minor use of parklands would not adversely affect the activities, features, and attributes of the Preserve after taking into consideration mitigation and enhancement measures. Provided you concur with this finding, the FHWA is considering the impact to the resource to be *de minimis* as provided for under SAFETEA-LU and given that:

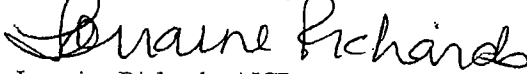
- The proposed use of the Scott M. Matheson Wetland Preserve is minimal,
- The wetland, plant, wildlife, and waterfowl preservation goals of the Preserve would not be adversely affected by the proposed project,
- Hunting access and opportunities would not be adversely affected,
- Recreational, educational, and scientific opportunities within the Preserve would not be adversely affected by the proposed impact, and
- Efforts to avoid and minimize the use of the Preserve have been incorporated into project design.

Section 4(f) Coordination, Project No. BHF-0191(27)129E
Mr. Chris Colt, Habitat Manager, UDNR Division of Wildlife Resources
May 19, 2006, Page 4 of 4

The FHWA requests written concurrence from the DWR in the above-described finding of *de minimis* impact on the Preserve resulting from the proposed project. This written concurrence will be evidence that the concurrence and consultation requirements of Section 4(f) and SAFETEA-LU are satisfied. Concurrence can be provided either by signing and dating the signature block at the end of this letter, or by a separate letter from the DWR. Please return all written correspondence to me at the address on the letterhead.

I appreciate your efforts in taking the time to respond to this request. If you have any questions or need any further information, please contact me at (801) 352-5974.

Sincerely,
MICHAEL BAKER JR., INC.

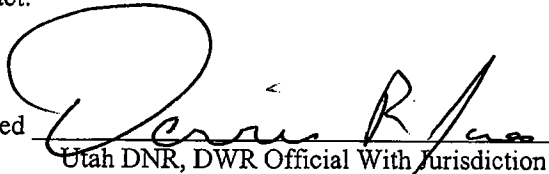

Lorraine Richards, AICP
Project Manager

cc: LeRoy Mead (DWR) leroymead@utah.gov
Linda Whitham (The Nature Conservancy) lwhitham@tnc.org
Kim Manwill (UDOT): kmanwill@utah.gov
Jeff Berna (FHWA) jeffrey.berna@fhwa.dot.gov

Enclosures:

- Project Handout – Proposed Alternative (April 2006)
- Figures Showing the Relationship of Property to Proposed Alternative

By signing below, the Utah DNR, DWR concurs with the above-described finding of *de minimis* impact.

Signed 
Utah DNR, DWR Official With Jurisdiction

9/12/06
Date

Print Name and Title Dennis Jones Southeastern Regional Supervisor

May 22, 2006

Ms. Mary Hofhine
Grand County Planning Administrator
125 E. Center
Moab, Utah 84532

RE: Section 4(f) Coordination, Request Concurrence of *De Minimis* Finding
US-191, Over Colorado River Bridge #C-285
Project No. BHF-0191(27)129E [Formerly Project No. BRF-0191(23)128]

Dear Ms. Hofhine:

On behalf of the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), Michael Baker Jr., Inc. (Baker) is requesting consultation with your office in accordance with Section 4(f) of the DOT Act and additional provisions under SAFETEA-LU. Section 4(f) of the DOT Act prohibits projects on publicly owned parks, recreation areas, wildlife and waterfowl refuges, or historic sites unless there is no feasible and prudent alternative and all possible mitigation is used. Under SAFETEA-LU, the agency can comply with Section 4(f) in a streamlined manner by finding that the program or project will have a *de minimis* impact on the area – i.e., there are no adverse effects of the project and the relevant State Historic Preservation Officer or other official with jurisdiction over a property concurs. For purposes of Section 4(f), Grand County is the official with jurisdiction over:

- Lions Park (a portion of the park is owned by UDOT),
- Colorado River Bridge Underpass Trail (a portion of the trail is located within UDOT right-of-way), and
- Courthouse Wash to Colorado River Bridge Trail (a portion of the trail is located within Arches National Park).

As noted in previous correspondence from Baker, the project is located in Grand County and the limits of the project extend from 400 North in Moab to the recently improved section of US-191 near the junction of SR-279. The purpose of the project is to: 1) provide a bridge that accommodates US-191 traffic over the Colorado River and also meets current structural design standards; 2) improve safety throughout the US-191 Colorado River study area; 3) meet the existing and projected travel demand through the design year 2030 and provides continuity between the four-lane sections on either end of the US-191 Colorado River study area; and 4) facilitate the movement of bicycle and pedestrian traffic along US-191.

A project handout is enclosed that describes the proposed alternative. Enclosures also include figures that illustrate the relationship of the project to these Section 4(f) resources. During the development of the proposed alternative, every effort was made to avoid recreation resources protected under Section 4(f) and, where avoidance was not prudent, to then minimize and mitigate potential uses of these resources. Each resource has been considered on an individual basis, as described in the following paragraphs.

ChallengeUs.

Lions Park

UDOT and Grand County own Lions Park. Grand County is responsible for operating and maintaining the park. As such, Grand County is the jurisdictional authority for Lions Park. Per an agreement with Grand County, the Lions Club is responsible for day-to-day operations of the park. This being the case, Mr. Dave Stolfi with the Lions Club has been copied on this letter.

Lions Park is bordered by US-191, SR-128, and the Colorado River, as shown on the enclosed figure. The *Grand County General Plan Update* (April 13, 2004) states that available activities at the park include picnicking, meetings and reunions, trail hub, and parking. In the BLM's Environmental Assessment (EA)¹ prepared for the proposed Colorado River Bike/Pedestrian Bridge that will connect to the park, the BLM states that:

The Lions Park area is frequently used for highway rest purposes, picnics, Lions Club activities, special events, and general river access. An existing bike lane follows a dike along the river channel for the length of the park and allows cyclists, runners, and pedestrians to safely bypass the US-191 / SR-128 intersection on a route that passes underneath the US-191 bridge. Other visitor use developments at Lions Park include a small building with kitchen facilities, a covered picnic area, additional picnic tables, a drinking water distribution system, interpretive exhibits, vault toilets, parking barriers, a large lower-level concrete parking and dancing area, a large upper level graveled parking area, and an asphalt road that connects the two parking areas . . .

This BLM EA also indicates that Grand County is working on plans to replace existing restrooms, picnic shelters, cookhouse, information exhibits, and drinking water systems, as well as install a new landscape watering system and shade trees. Additionally, based on information obtained during a workshop held for the US-191 project on March 14, 2006, a local shuttle service between Lions Park and Arches National Park will likely be included in Arches transportation plan. This plan is currently under development and expected to be complete by Summer 2006.

The proposed US-191 project would encroach into the portion of Lions Park owned by UDOT. A total of 0.25 acres paralleling US-191 is within the construction limits. Of this total, 0.09 acres would be occupied by fill, and 0.16 acres would be temporarily disturbed by construction activities associated with removing the old bridge and constructing the new bridge and approaches. Once construction is complete, the disturbed area would be revegetated. Avoidance of the park is not prudent because the proposed project involves replacing the existing bridge on essentially the same location, and there is a concurrent need to avoid or minimize impacts to the Matheson Wetland Preserve (another Section 4(f) resource) on the west side of US-191. Shifting the alignment further to the west would also result in additional impacts to private property, wetland areas, and endangered species critical habitat associated with the Colorado River. Additionally, the park would still be temporarily disturbed by construction activities associated with the removal of the existing bridge.

¹ USDOl - Bureau of Land Management, Moab Field Office. *Environmental Assessment. Utah's Colorado River Recreation Area Management Plan. Amendment 2: Pedestrian Bridge/Riverway Bike Lane. Colorado River - Special Recreation Management Area. EA # UT-062-04-014. Pages 5 and 6.*

Efforts to minimize impacts to Lions Park have been incorporated into the development of the proposed alternative. The proposed fill slope was not steepened and a retaining wall was not recommended to avoid encroachment into the park because the ability to landscape slopes is a desirable goal of the park.

It is FHWA's opinion that this minor use of park land would not adversely affect the activities, features, and attributes of Lions Park after taking into consideration mitigation and enhancement measures. As such, the FHWA is considering the impact to the resource to be *de minimis* given that:

- The affected portion of the park parallels the existing US-191 facility and is owned by UDOT in order to operate and maintain US-191 and SR-128 and associated highway rest purposes,
- The public would still have access to the park,
- Parking would still be available for park facilities and trail hub parking, and
- The limited parking that is disturbed by construction activities would be restored once construction is complete.

Colorado River Bridge Underpass Trail

A portion of the existing Colorado River Bridge Underpass Trail is located within UDOT right-of-way. The trail is currently maintained by the Grand County/City of Moab's Trail Mix Committee for Non-Motorized Trails. Since the trail is located in Grand County, Grand County is currently the jurisdictional authority of this trail. Since the City of Moab has plans to annex lands in this area, future jurisdiction of this trail may become the responsibility of the City of Moab. Therefore, Mr. David Olsen, who is with the City of Moab and is also a member of the Grand County/Moab Trail Mix Committee, has been copied on this letter.

The Colorado River Bridge Underpass Trail is an approximately 0.3 mile-long paved path that begins on the western side of US-191 (near the intersection of SR-128) and continues eastward under the US-191 Colorado River Bridge through Lions Park. In the BLM's Environmental Assessment prepared for the proposed Colorado River Bike/Pedestrian Bridge that will connect to Lions Park, the BLM describes the trail as an existing bike lane that follows a dike along the river channel for the length of the park and allows cyclists, runners, and pedestrians to safely bypass the US-191 / SR-128 intersection on a route that passes underneath the US-191 bridge. No plans or formal agreements are in place between UDOT and Grand County regarding the specific location of the trail that is currently within the UDOT right-of-way. In order to accommodate the bridge replacement and widening, the trail would need to be relocated approximately 15 feet to the west of US-191. Avoidance of the trail is not prudent because the proposed project involves replacing and widening the existing bridge on essentially the same location. Because the existing trail is adjacent to the existing roadway, avoidance is not possible. Efforts to minimize impacts to the trail were incorporated into the development of the proposed alternative.

It is FHWA's opinion that the US-191 project's use of this trail would not adversely affect the activities, features, and attributes of the trail after taking into consideration mitigation and enhancement measures. Provided you concur with this finding, the FHWA is considering the impact to the resource to be *de minimis* as provided for under SAFETEA-LU and given that:

- The proposed impacts to the trail involve a minor shift in location within UDOT right-of-way and full reconstruction of the trail with similar design features, and
- Following reconstruction, the trail would continue to provide a safe route that passes underneath the new US-191 bridge.

Courthouse Wash to Colorado River Bridge Trail

The unimproved foot trail that parallels US-191 is known as the Courthouse Wash to Colorado River Bridge Trail. This approximately 0.5 mile-long trail starts at the US-191 parking area and Courthouse Wash Kiosk near the southern boundary of Arches National Park and continues to the Colorado River adjacent to US-191. FHWA has determined that Section 4(f) applies to this trail and that Grand County is the jurisdictional authority of this trail. Proposed improvements include upgrading the trail to a 10-foot wide paved path. The trail would be separated from the US-191 roadway, ensuring the safety of pedestrian and bicycle users. The trail provides access to the informal Courthouse Wash Trail within Arches National Park and serves as a link to the paved Moab Canyon Bike Path that ties into the entrance of Arches National Park. Once completed, this trail would formally connect the existing Moab Canyon Bike Path with the planned Colorado River Non-Motorized Bridge crossing upstream of the existing US-191 Colorado River Bridge. These enhancements would not only improve the safety of bicyclists and pedestrians visiting Arches National Park but would improve the connectivity of non-motorized trails within the area.

In 2004, a highway easement deed was issued with the purpose of maintaining and operating a public highway and adjacent bicycle path. This easement typically extends about 200 feet from the centerline of the existing roadway. It is unclear as to whether the 2004 highway easement deed covers the area in T25S R21E Section 26. However, in accordance with the objectives of the 2004 highway easement, proposed improvements would provide for continued maintenance and operation of a public highway and adjacent bicycle path, and conditions outlined within the easement would be complied with. Avoidance is not prudent or necessary because part of the purpose of the project is to upgrade this trail. The easement, which refers to the trail as an adjacent bicycle path, does not identify a specific location for the trail. The proposed trail location avoids nearby rock slopes and protects other resources important to Arches National Park.

It is FHWA's opinion that the US-191 project's use of this trail would not adversely affect the activities, features, and attributes of the trail after taking into consideration mitigation and enhancement measures. Provided you concur with this finding, the FHWA is considering the impact to the resource to be *de minimis* as provided for under SAFETEA-LU and given that:

- The impacts to the trail are beneficial and would enhance the safety and connectivity of the trail system within the area, and
- Following construction, the trail could be used not just by pedestrians but by cyclists as well.

Summary

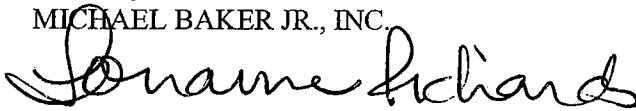
The FHWA requests written concurrence from Grand County in each of the above-described findings of *de minimis* impact for Lions Park, the Colorado River Bridge Underpass Trail, and the Courthouse Wash to Colorado River Bridge Trail resulting from the proposed project. This written concurrence will be evidence that the concurrence and consultation requirements of

Section 4(f) and SAFETEA-LU are satisfied for each of these findings. Concurrence can be provided either by signing and dating the signature block at the end of this letter, or by a separate letter from Grand County.

I would like to also note that the applicability of Section 4(f) to the planned Highway 191 Bike Path has also been given consideration. However, Section 4(f) does not apply to this resource because the specific location of this trail within UDOT right-of-way is not important, and the trail is being jointly developed and considered in conjunction with this project. We are currently coordinating with Larry Reese of Horrocks Engineering and provided our available engineering and environmental data to him in a meeting held May 16, 2006. Please let me know if we can support the development of this trail project in any other way. I appreciate your efforts in taking the time to respond to this request. If you have any questions or need any further information, please contact me at (801) 352-5974.

Sincerely,

MICHAEL BAKER JR., INC.



Lorraine Richards, AICP
Project Manager

cc: David Olsen (City of Moab) david@moabcity.org
Dave Stolfi (Lions Club) dave@stolfi.net
Kim Manwill (UDOT) kmanwill@utah.gov
Jeff Berna (FHWA) jeffrey.berna@fhwa.dot.gov

Enclosures:

- Project Handout – Proposed Alternative (April 2006)
- Figures Showing the Relationship of Property to Proposed Alternative

By signing below, the Grand County official with jurisdiction concurs with each of the above-described finding of *de minimis* impact for:

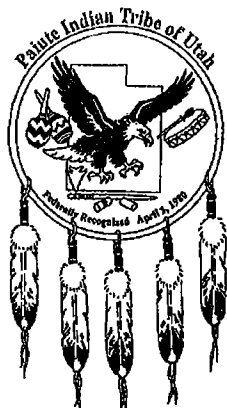
- Lions Park,
- The Colorado River Bridge Underpass Trail, and
- The Courthouse Wash to Colorado River Bridge Trail.

Signed _____

Grand County Official with Jurisdiction

Date

Please Print Name and Title



THE PAIUTE INDIAN TRIBE OF UTAH

440 North Paiute Drive • Cedar City, Utah 84720 • (435) 586-1112

May 30, 2006

Randall Taylor
Environmental Engineer
Department Of Transportation
Region Four Headquarters
1345 South 350 West
Richfield, Utah 84720

Dear Mr. Taylor,

Subjects: Draft Final Report: Colorado River Bridge Replacement

65-000-1112 (Ext. 107)
The Paiute Indian Tribe of Utah is in receipt of your letter dated May 12, 2006 and have reviewed the draft copy of the Determination of Eligibility and Finding of Effect for the Colorado River Bridge Replacement Project. Also the draft copy of Montgomery Archaeological Consultants report on archeological sites. In reading the draft copies, I find the draft copies to be well written, and have no objections with the material.

Please notify the Paiute Indian Tribe of Utah of any cultural information that is found including type and location, also any updates or changes to the project.

Thank You,

Dorena Martineau

Dorena Martineau
Cultural Resources

Paiute Indian Tribe of Utah

440 North Paiute Drive

Cedar City, Utah 84720

435-586-1112 (Ext. 107)

From: "Linda Whitham" <lwhitham@tnc.org>
To: "Lorraine Richards" <Larichards@mbakercorp.com>
Date: 5/30/2006 12:08:22 PM
Subject: RE: US-191 Colorado River Project

Hello Lorraine,

I appreciate being copied on your letter and attachments. I have been remiss to not have paid closer attention to the planning stages of this project since, after reviewing the documents, it appears there is one area in which The Nature Conservancy-owned portion of the Matheson Preserve is affected (Detail C). Because TNC owns this portion of the preserve, I believe we will need some sort of agreement before proceeding. I would be happy to discuss this with you at your convenience. In addition, I just learned that Chris Colt is leaving the Division of Wildlife, and have not heard of any replacement at this time. Please let me know how you would like to proceed.

Thank you,
Linda Whitham
Matheson Preserve Manager

-----Original Message-----

From: Lorraine Richards [mailto:Larichards@mbakercorp.com]
Sent: Friday, May 19, 2006 2:58 PM
To: chriscolt@utah.gov
Cc: berna@fhwa.dot.gov; lwhitham@tnc.org; kmanwill@utah.gov; leroymead@utah.gov
Subject: US-191 Colorado River Project

Hi Chris,

As we discussed on the phone a few weeks ago, I have attached a letter pertaining to the Matheson Wetland Preserve in accordance with the requirements of Section 4(f) of the DOT Act and additional provisions under SAFETEA-LU. Please review the attached information and if you have any questions or concerns, please do not hesitate to call me at (801) 352-5974. Provided you agree with the findings outlined in this letter, you may sign the last page of the letter and fax it to me at (801) 255-0404.

Also, if anyone receiving this e-mail would like a hard copy mailed to them, please let me know and I would be happy to do so.

Thank you for your time,

Lorraine Richards, AICP
Project Manager, Michael Baker Jr., Inc.
larichards@mbakercorp.com
(801) 352-5974 direct
(801) 556-4286 cell
(801) 255-0404 fax

From: <Guzzetti.Christopher@epamail.epa.gov>
To: Barbara Frommell <bfrommell@mbakercorp.com>
Date: 6/13/2006 1:54:18 PM
Subject: RE: Colorado River Bridge Replacement - near Glen Canyon sole source aquifer

Ms. Frommell,

I have reviewed the information you sent to me and it is difficult to determine exactly what potential impacts may effect the Glen Canyon Aquifer because the EIS is still in draft form and all the specifics are missing. I would suggest sending a copy of the final EIS to our office for review once it has been completed. I believe that our biggest concern will be the increased impervious surface and runoff.

Section 3.6.4.2 Surface Water Impacts discusses the impact of increased impervious surfaces and runoff and the use of BMPs such as detention basins to mitigate this problem. The use of detention basins (dry wells) would also be a concern under section 3.6.4.3 Groundwater Impacts because they are designed to filter out contaminants before runoff reaches groundwater. It would be preferable that all runoff from new construction be directed to a wastewater treatment plant but I understand that this is not always possible. If dry wells are needed then I would suggest that a routine maintenance schedule be developed to clean out the dry wells to minimize the build-up of sediment and other material, which could become an additional source of contaminants entering the groundwater.

If I can help out in any other way, please let me know.

Christopher J. Guzzetti
Underground Storage Tank Program
USEPA Region 8
(303) 312-6453
(303) 312-6741 Fax
Email: guzzetti.christopher@epa.gov

Barbara Frommell
<bfrommell@mbake
rcorp.com>

To

Christopher

06/07/2006 01:39 PM Guzzetti/P2/R8/USEPA/US@EPA
cc

Subject

RE: Colorado River Bridge
Replacement - near Glen Canyon
sole source aquifer

Mr. Guzzetti:

I have a more concise description of the project in Moab, including construction methods. Hopefully this will save you some time in reviewing our project. Thanks!

Barbara Frommell

1.1 PROPOSED ACTION/PROJECT DESCRIPTION

The first phase of the proposed project consists of replacing the Colorado River Bridge. The US-191 Colorado River Bridge would include four 12-foot travel lanes, a six-foot open median, eight-foot shoulders, plus a two-foot offset to the barrier. The bridge type would be determined during final design, but is expected to consist of a new steel or concrete girder bridge with four to seven spans. Phase 1 would also include associated roadway approaches, improving the SR-128 intersection, and upgrading the pedestrian / bike path between the Colorado River Bridge and the Courthouse Wash Kiosk. The upgraded path would provide a paved 10-foot wide separated path for nonmotorized pedestrian and bicycle traffic between the bridge and the Courthouse Wash Kiosk. However, the existing attached path on the Courthouse Wash structure would not be widened in Phase 1.

Future phase(s) would require additional funding to widen the Courthouse Wash structure and roadway between 400 North and Potash Road.

The widened structure would provide four 12-foot lanes, a six-foot open median, and five-foot shoulders, as well as a 10-foot attached path for nonmotorized bicycle and pedestrian traffic. Most widening would occur to the south; however, some widening to the north would be needed to accommodate the two-way attached path. The proposed roadway section between 400 North and the Colorado River Bridge would include four 12-foot lanes, a 12-foot median, and eight-foot shoulders. In this section, the proposed alignment would typically follow the centerline of the existing road. Since the design in this section includes curb and gutter, the elevation of the road varies from the existing condition where the minimum slope requirements could not be achieved otherwise. The roadway section between the Colorado River Bridge and Potash Road would provide four 12-foot lanes, a six-foot open median, and five-foot shoulders. The location and elevation of this roadway section would tie into the constraints associated with the existing Courthouse Wash structure and the recently completed section of roadway just south of Potash Road. Shoulders would transition from eight to five feet between the Colorado River and Courthouse Wash.

1.2 PROJECT CONSTRUCTION/METHODOLOGY

The proposed project would require the following primary construction methods: bridge replacement, widening, and removal construction; channel improvement and flood control protection construction; and roadway widening and modification construction. Primary activities associated with each method are outlined in the following paragraphs.

Colorado River Bridge Construction:

To accommodate traffic during construction and minimize impacts, the bridge would be constructed in two stages. The initial stage would be built west of the existing bridge and would include two through lanes of traffic, shoulders, and barriers. Once this work is completed, traffic would be moved to the completed section of the new structure and the second stage would remove the existing bridge to complete the widening. Two lanes of traffic would be maintained during peak traffic periods, but short-term closures may be needed to move equipment or set girders.

Abutment construction would include excavating for the placement of the new abutments, driving piles, forming and placing concrete for new abutments, and removing existing abutments. Construction of the new piers could include drilling circular columns into bedrock. In the deep water, this would require the contractor to mobilize a drill rig mounted on a barge. The contractor would drive a steel casing to bedrock, drill into bedrock from inside the casing, place a reinforcing cage inside the casing, and then place concrete in the casing. The steel casing could be designed to be removed or to remain in place. Another option would be to drive sheet piling and create a cofferdam in the river areas. This would include placing a mud slab, driving piling or drilling circular shafts, and dewatering. The steel sheet piling would be removed after construction is completed. Either barge mounted cranes or cranes in the cofferdams would be used to install the spans. In order to construct the new piers, abutments, or spans on the river bank the contractor would need to construct a path approximately 15-feet wide for equipment access.

Colorado River Bridge Removal:

The existing piers consist of eight-foot diameter and 16.5-foot tall columns sitting on a circular foundation. The circular foundation has several steps. The first step is 14 feet in diameter and steps down three feet. The next step is either 20 or 22 feet in diameter and steps down three feet. The final step is 22 to 24 feet in diameter and steps down eight feet. The bottom eight feet is unreinforced and rests on piles. This bottom section was also originally below the mudline. All portions of the foundation above the bottom section should be removed so that the remaining foundation is three to six feet below the very low flow condition. If a new footing overlaps the existing footing, the entire existing footing must be removed.

The method used to remove the existing bridge deck depends on feasibility. A structure removal plan would be prepared and approved by UDOT. Different options include building a platform below the existing deck in between the girders to catch falling debris, using a barge to catch the debris, or cutting the deck into slabs and using cranes to remove them.

Existing Roadway Widening and Other Modifications:

Primary activities include clearing and grubbing; removal of asphalt and roadway excavation; placement of granular borrow, untreated base course, asphalt roadway surface, and concrete curb, gutter, and sidewalk; as well as signing, striping, and erosion control. Proposed utility and storm drain relocations and adjustments would be placed

prior to new subgrade placement. Material would be obtained from or disposed of in approved location(s). Two lanes of traffic would be maintained during peak traffic periods, but limited off-peak short-term localized closures may be needed.

Courthouse Wash Structure Widening:

The abutments would be widened and new girders set from one side of the structure. The deck would then be formed and poured. If necessary, protective riprap may be added and/or the existing riprap replaced. Riprap may extend down to the edge of the channel and would be anchored in. However, construction activity would take place from the banks. Riprap placement and anchoring would occur when the wash is dry..



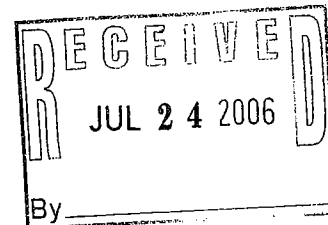
U.S. Department
Of Transportation
**Federal Highway
Administration**

Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1880

July 20, 2006

Mr. Larry Crist, Acting Field Supervisor
U.S. Fish and Wildlife Service
Utah Field Office
2369 West Orton Circle
West Valley City, UT 84119



Project: US-191, Colorado River Bridge # C-285
Project No. BHF-0191(27)129E
Formerly Project No. BRF-0191(23)128

Subject: Request to Initiate Formal Section 7 Consultation and
Submission of a Biological Assessment

Dear Mr. Crist:

Enclosed are two copies of the Biological Assessment (BA) for the subject project.

The BA describes the effect determination for the listed species in the project area. Seven federally listed threatened/endangered species may occur within the project corridor, including:

- Bonytail Chub (*Gila elegans*)
- Colorado Pikeminnow (*Ptychocheilus lucius*)
- Humpback Chub (*Gila cypha*)
- Razorback Sucker (*Xyrauchen texanus*)
- Bald Eagle (*Haliaeetus leucocephalus*)
- Mexican Spotted Owl (*Strix occidentalis lucida*)
- Southwestern Willow Flycatcher (*Empidonax traillii extimus*); and
- One candidate species: Yellow-billed Cuckoo (*Coccyzus americanus occidentalis*)

Critical habitat for four federally listed endangered fish species occurs within the project corridor, including critical habitat for: Bonytail Chub, Colorado Pikeminnow, Humpback Chub, and the Razorback Sucker.

It has been determined that the proposed project, "May Affect, likely to Adversely Affect" the Bonytail Chub, Colorado Pikeminnow and the Razorback Sucker and "May Affect, not likely to Adversely Affect", the Humpback Chub, Bald Eagle, Mexican Spotted Owl, Southwestern Willow Flycatcher, and the Yellow-billed Cuckoo.



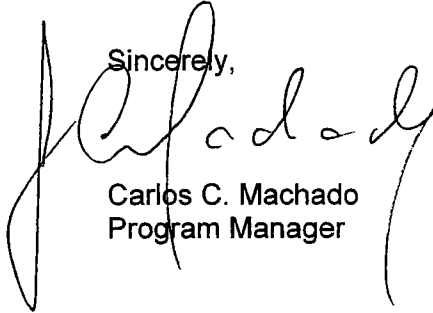
US-191, Colorado River Bridge # C-285
July 20, 2006
Page Two

With appropriate conservation measures, the proposed action will not result in the destruction or adverse modification of critical habitat for the Colorado Pikeminnow, the Humpback Chub, the Bonytail Chub, and the Haborback Sucker. The proposed project would have no affect to any other federally listed threatened/endangered or candidate or proposed for listing species and/or list critical habitat.

In accordance with 50 CFR Subsection 402.14, we are forwarding the biological assessment, and requesting formal Section 7 consultation.

If you have any questions or need additional information, please contact me at (801) 963-0078, extension 231.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Machado', written over the word 'Sincerely,'.

Carlos C. Machado
Program Manager

Enclosures (2)

cc: Paul West, UDOT
Kim Manwill, UDOT R4
Randall Taylor, UDOT R4
Lorraine Richards, Michael Baker Jr., Inc.

CCMACHADO:ds

From: Pam Higgins [mailto:phiggins@utah.gov]
Sent: Thursday, July 27, 2006 5:13 PM
To: Martineau, Dorena
Subject: adverse effect to site 42GR3627

Hi Dorena -

This is a follow-up to the voice mail I just left on your phone. I would like to know if the PITU is interested in being a concurring party in the Memorandum of Agreement that will stipulate the mitigative treatment for the construction effect to site 42GR3627, a prehistoric lithic scatter, during the replacement of the Colorado River Bridge in Grand County. This project may be a little out of your tribal area of interest, but Ralph Pikeyavit has expressed interest in this region in the past.

This project was originally under Susan's oversight. The treatment she has prescribed is data recovery. One other project adverse effect will be the dismantling of the bridge. The remaining archaeological sites and historic properties are out of the area of construction effect.

If you choose to participate, I will include your organization in the draft MOA.

Thanks for your consideration - Pam

From: Pam Higgins
To: Martineau, Dorena
Date: 7/28/2006 11:18:33 AM
Subject: RE: adverse effect to site 42GR3627

Good Morning -

Thanks for your quick response.

- Pam

>>> "Martineau, Dorena" <Dorena.Martineau@lrs.gov> 7/28/2006 10:35 AM >>>

Hello Ms. Higgins,

Got your message this morning, also the e-mail. As you stated it is a bit out of our Tribal area of interest, so in response to being a concurring party in the Memorandum of Agreement the Palute Indian Tribe of Utah will decline on this project. We do appreciate your notification on this.

Thank You

Dorena Martineau



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director



August 10, 2006

Received

AUG 14 2006

USHPO

Mr. Matthew Seddon, Deputy State Historic Preservation Officer
Division of State History
300 Rio Grande
Salt Lake City, Utah 84101-1182

RE: BHF-0191(27)129E, US 191, Colorado River Bridge Replacement
Section 106 and U.C.A. 9-8-404 compliance
Determination of historic properties are adversely affected

Dear Mr. Seddon:

The Utah Department of Transportation (UDOT) is proposing to replace the existing Colorado River Bridge on US-191, north of Moab, Grand County, Utah (see maps in enclosed documents). The project extends from milepost (MP) 126.2 (400 North, Moab) north to the intersection with Potash Road (State Route 279) at about MP 129.79. The purpose of the project includes: provide a safe bridge that accommodates traffic over the Colorado River, improve safety in the study area (including the Courthouse Wash bridge), meet the existing and projected travel demand, provide continuity between the two lane facility and four-lane sections on either end of the study area, and facilitate movement of bicycle/pedestrian traffic along US-191. The Colorado River Bridge is in poor condition and is eligible for federal funds for replacement. Please find the required SHPO cover sheet, a copy of the cultural resource survey report for the Antiquities Section and one for the Historic Preservation Section plus site records for review.

The entire APE as defined by 36 CFR 800.16(d) has been inventoried for cultural resources by the Montgomery Archaeological Consultants of Moab, Utah. This work was conducted under the authority of Utah State Antiquities Project Permit No. U-05-MQ-1239p.s. The width of the inventory between 400 North and the Colorado River Bridge was generally 200 ft either side of US-191 existing centerline. From the Colorado River to the Potash Road the survey varied between 100-300 ft on the north or east side, to avoid going on National Park Service lands, and on the southwest side varied 100-300 ft as well. The intersecting roads at 400 North, Cermak Drive, N. Mi Vida Drive and 500 West were surveyed for a distance of 500 ft and 100 wide. State Route 128 was

surveyed for 1,000 ft and 200 ft wide. An Intensive Level Survey (ILS) of architectural historic properties was completed by MOAC and reported separately.

The inventory resulted in the documentation of multiple historic time-period and prehistoric archaeological sites (including standing structures) and are summarized in the following tables:

TABLE 1: ARCHAEOLOGICAL SITES

State Site Number	Ownership	Site Type	NRHP Eligibility	Finding of Effect	Mitigation
42Gr190	UDOT/Private	Prehistoric Habitation/Historic Spring Development	Eligible C and D	No Effect	NA
42Gr2074	NP/UDOT	Rock Shelter	Not Eligible	NA	NA
42Gr2565.14 42Gr2565.15 42Gr2565.16 42Gr2565.17	UDOT/Private/DOE	Historic U.S. 160 Destroyed bridge/road Part destroyed/isolated Historic U.S. 160	Eligible A & C Non-contributory Non-contributory Eligible A	No Effect No effect No effect No Effect	NA NA NA NA
42Gr2710.15	UDOT/Private	Central Stock Driveway	Eligible A	No Effect	NA
42Gr2813 (2 segments)	UDOT/Private	Moab to Thompson Wagon Road	Eligible A & D	No Effect	NA
42Gr2923	UDOT/Private	Telephone Line	Eligible A	No Effect	NA
42Gr3223	Private	Rock Shelter/Trash Scatter	Eligible D	No Effect	NA
42Gr3622	UDOT/Private	Historic Ditch	Not Eligible	NA	NA
42Gr3623	UDOT/Private	Historic Ditch	Not Eligible	NA	NA
42Gr3624	UDOT/Private	Foundations	Not Eligible	NA	NA
42Gr3625	UDOT/Private	Historic Ditch	Not Eligible	NA	NA
42Gr3626	Private	Lithic Scatter	Eligible D	No Effect	NA
42Gr3627	UDOT/Private	Lithic Scatter	Eligible D	Adverse	Data Recovery
42Gr3628	UDOT/Private	Lithic Scatter	Eligible D	No Effect	NA
42Gr3629	UDOT/Private	Historic Trash Scatter	Not Eligible	NA	NA

TABLE 1: ARCHAEOLOGICAL SITES CONTINUED

State Site Number	Ownership	Site Type	NRHP Eligibility	Finding of Effect	Mitigation
42Gr3630	UDOT/Private	Historic Sandstone Quarry	Eligible A	No Effect	NA
42Gr3631	UDOT/Private	State Route 128	Not Eligible	NA	NA
42Gr3632	UDOT/Private	Historic Inscription	Eligible A	No Effect	NA
42Gr3633	UDOT/Private	Lithic Scatter	Not Eligible	NA	NA
42Gr3634	UDOT/Private	Prehistoric Petroglyph Panel	Eligible D	No Effect	NA
42Gr3635	UDOT/Private	Metal Pipes in Cliff	Not Eligible	NA	NA
42Gr3667	Private	Bridge Abutment, Historic Inscription, Petroglyphs	Eligible A, C & D	No Effect	NA

TABLE 2. HISTORIC STRUCTURES

Property Name/ Address	Building Style/ Type	NRHP Eligibility	Finding of Effect	Section 4(f)	Mitigation
1 Rosalie Ct.	Modern Contemporary	Eligible	No Effect	No	NA
1001 N. 500 West	Vernacular Cottage	Not Eligible	NA	NA	NA
St. Pius X Catholic Church 122 W. 400 North	Vernacular	Eligible	No Effect	No	NA
Arthur Taylor House/Desert Bistro Restaurant 1266 N. Hwy 191	2-Story T-plan Farmhouse	Eligible	No Effect	No	--
Bridge over Colorado River (Structure 0C-285-0)	Multi-span Steel Plate Girder/Concrete Piling with Concrete Deck	Eligible	Adverse	Yes	ILS
2 Rosalie Ct.	Modern Contemporary	Not eligible	NA	NA	NA
3 Rosalie Ct.	Modern Contemporary	Not eligible	NA	NA	NA

TABLE 2. HISTORIC STRUCTURES CONTINUED

Property Name/ Address	Building Style/ Type	NRHP Eligibility	Finding of Effect	Section 4(f)	Mitigation
Farabee's Jeep Rental 401 N. Main	Vernacular	Eligible	No Effect – temporary construction easement	No	NA
4 Rosalie Ct.	Modern Contemporary	Not eligible	NA	NA	NA
Commercial building 415 N. Main	Vernacular	Not eligible	NA	NA	NA
Cottage Inn 488 N. Main	Vernacular	Not eligible	NA	NA	NA
Adventure Inn 512 N. Main	Vernacular	Not eligible	NA	NA	NA
543 N. Main	Vernacular	Not eligible	NA	NA	NA
La Hacienda Restaurant/Inca Inn Motel 570 N. Main	Vernacular	Not eligible	NA	NA	NA
Splore 610 N. Cermak	Modern Contemporary	Not eligible	NA	NA	NA
Elks Lodge 611 N. Cermak	Vernacular	Eligible	No Effect	No	NA
646 N. MiVida	Modern Contemporary	Eligible	No Effect	No	NA
654 N. MiVida	Modern Contemporary	Eligible	No Effect	No	NA
Sunset Grill 900 N. Hwy 191	Modern Contemporary	Eligible	No Effect – temporary construction easement	No	NA
999 N. 500 West	Vernacular	Eligible	No effect	No	NA

A Determination of Eligibility and Finding of Effect (doe/foe) document, written by Susan Miller in May 2006, is enclosed. The document details site types, eligibility status, construction effects, and 4(f) determinations. A review copy of the doe/foe was sent to Chris Goetze, Arches National Park archaeologist, Marilyn Kastens, US Department of Energy, Kathy Davies, Division of Wildlife Resources archaeologist, Donna Turnipseed, BLM archaeologist, Craig Fuller, Utah

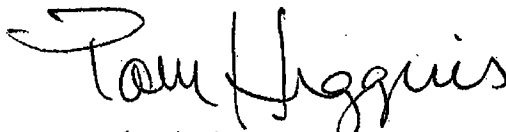
BHF-0191(27)129E, US 191, Colorado River Bridge Replacement
August 10, 2006
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Historic Trails Consortium, the Hopi Tribe of Arizona, and the Paiute Indian Tribe of Utah (PITU) on May 12, 2006. The Hopi, the PITU, and the Utah Historic Trails Consortium have responded to the draft doe/foe (doe/foe Exhibits 4 and 5). A draft Memorandum of Agreement (MOA) (Exhibit 6), suggesting possible mitigation for the adverse effects is also enclosed for your review. If you concur with the determinations and the MOA, please sign on the line provided at the end of this letter.

In the cultural resource inventory report, the site record, and the doe/foe site 42GR3223 was listed as being inside the Arches National Park. According to a phone conversation with Chris Goetz, NPS archaeologist, on July 18, 2005, the site is on private property just outside of the park boundary. The ownership status has been corrected by hand in the enclosed documents.

Thank you for your efforts regarding this project. If you have any further questions, please feel free to call me at 435-893-4740.

Sincerely,



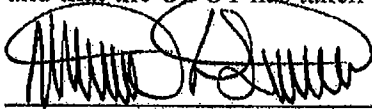
Pamela Higgins, NEPA/NHPA Specialist
UDOT, Region 4

PH/enclosures

cc: (w/out enclosures)

Greg Punske, FHWA Environmental Program Manager
Kim Manwill, UDOT Region 4 Project Manager
Randall Taylor, UDOT Region 4 Environmental Engineer

I concur with the above determinations of historic properties are adversely affected by the BHF-0191(27)129E, US 191, Colorado River Bridge Replacement project, and that the UDOT has taken into account effects on historic properties.



Mr. Matthew Seddon, Deputy State Historic Preservation Officer

9/26/06

Date



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
COLORADO/GUNNISON BASIN
REGULATORY OFFICE
400 ROOD AVENUE, ROOM 142
GRAND JUNCTION, COLORADO 81501-2563

RECEIVED

SEP 29 2006

REPLY TO
ATTENTION OF

September 26, 2006

Regulatory Branch (200675353)

Ms. Tiffany Carlson
Michael Baker Jr., Incorporated
6955 Union Park Center, Suite 370
Midvale, Utah 84047

Dear Ms. Carlson:

We are responding to your JD report submittal for an approved jurisdictional determination for the US Highway 191 Colorado River Bridge site. These sites are located at Colorado River and tributaries and wetlands adjacent to the Colorado River within Sections 25, 26, 27, 35 and 36, Township 25 South, Range 21 East, and within Section 1, Township 26 South, Range 21 East, Grand County, Utah.

Based on available information, we concur with the estimate of waters of the United States, as depicted on the May 2006 report entitled **Wetland Delineation and Waters of the U.S. Identification ADDENDUM** prepared by **Michael Baker, Incorporated**. There are approximately 1.14 acres of waters of the United States, including wetlands, within the surveyed area. We regulate these waters under Section 404 of the Clean Water Act since they are tributary and/or adjacent to the Colorado River.

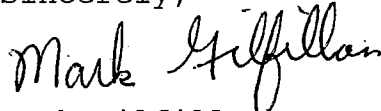
The wetland identified as wetland 1 on the above drawing is an intrastate isolated water with no apparent interstate or foreign commerce connection. As such, this water is not currently regulated by the Corps of Engineers. This disclaimer of jurisdiction is only for Section 404 of the Federal Clean Water Act. Other Federal, State, and local laws may apply to your activities.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. A *Notification of Administrative Appeal Options and Process and Request for Appeal* form is enclosed. If you wish to appeal this approved jurisdictional determination, please follow the procedures on the form. You should provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

This determination has been conducted to identify the limits of Corps of Engineers' Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Please refer to identification number 200675353 in correspondence concerning this project. If you have any questions, please contact Nathan Green at this office, or telephone 970-243-1199, extension 12. You may also use our website: www.spk.usace.army.mil/regulatory.html.

Sincerely,



Mark Gilfillan
Acting Chief, Colorado/Gunnison Basin
Regulatory Office

Enclosures

Copy furnished without enclosures:

Mr. Daren Rasmussen, Utah Division of Water Rights, 1594 West North Temple, Suite 220, Post Office Box 146300, Salt Lake City, Utah 84114-6300

Mr. Karl Kappe, Utah Division of Forestry, Fire and State Lands, 1594 West North Temple, Suite 3520, Post Office Box 145703, Salt Lake City, Utah 84114-5703

Ms. Mary Hofine, Grand County Planning, 125 East Center, Moab, Utah 84532